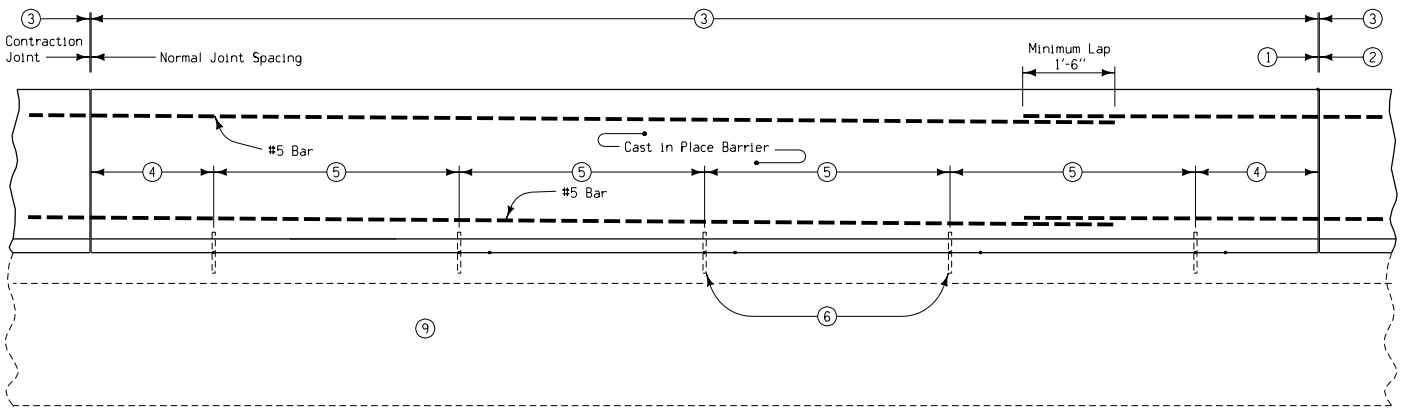
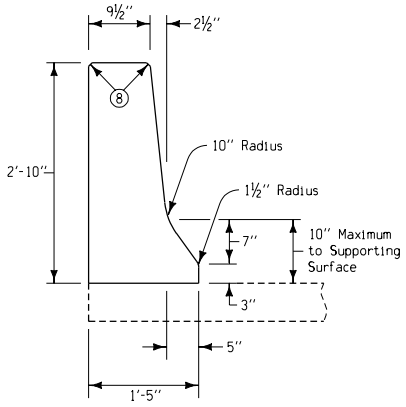
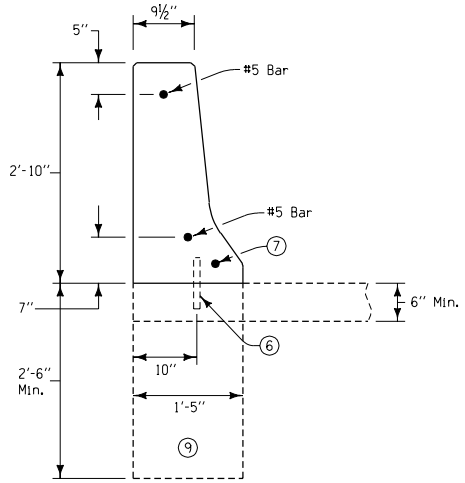


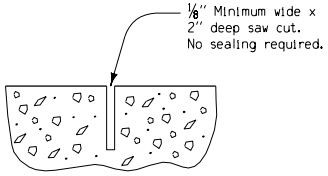
ELEVATION
Cast in Place



DETAIL OF
F-SHAPE BARRIER FACE



TYPICAL SECTION



DETAILS OF
CONTRACTION JOINT
Saw cut back, top and front face.

GENERAL NOTES

Details shown hereon are for construction of a typical concrete barrier. The F–shape shape barrier shall be cast in place or slipformed. Refer to "Tabulation of Concrete Barrier" and Project Plans for specific details.

Materials and methods of construction shall be in accordance with current Standard and Supplemental Specifications.

Details shown are typical. Alternate design details may be sub–mitted to the Engineer for approval.

Barrier shall be constructed as specified in Section 2513 of the current Standard and Supplemental Specifications or by methods approved by the Engineer.

Dowels shall be either installed in supporting surface when placed or installed in drilled holes using epoxy cement or grout approved by the Engineer.

If footings are required, excavation shall be to neat lines. The footings may be poured without the use of forms. The Contractor may, as an option, form the footings and backfill around the completed footing.

Price bid per linear foot for "Barrier, Concrete RE–44E" or "Barrier, Concrete RE–44E and Footing" shall be considered full compen–sation for construction of concrete barrier as detailed hereon including reinforcing steel and all necessary excavation and back–fill.

1. Type 'E' Joints are necessary only where specifically required by project plans and the expansion material shall conform to shape of barrier. No sealer is required.
2. Contraction Joints shall be formed by use of pre–molded fiber, pressed wood or other approved material shaped to conform to shape of concrete barrier, or by sawing as indicated hereon. Where abutting sections are placed as sep–arate pours, a butt joint may be used. No filler is required.
3. For barrier doweled to paved shoulders, match pavement joints. For free stand–ing barrier with integral footings, use 20' maximum, 15' minimum joint spacing.
4. 1'–0" Minimum, 2'–0" Maximum.
5. 4'–0" Typical.
6. 1" diameter deformed or 1" diameter smooth dowels of sufficient length to ensure 4" minimum embedment in rail and supporting surface.
7. Possible reinforcing needed such as over intakes or other unsupported areas of 1'–0" or more; use #5 bars. Length equals unsupported portion plus 2'–0" beyond each way.
8. All exposed corners are to be filleted with a ¾" dressed and beveled strip.
9. Concrete footing required when not placed on concrete slab.

Iowa Department of Transportation
Project Development Division

STANDARD ROAD PLAN | **RE–44E**

REVISION: Convert from New Jersey shape to F-shape barrier.	REVISION NO.
	6
05-24-99	REVISION DATE
APPROVED BY DESIGN METHODS ENGINEER	09-21-99

DETAILS OF 34"
CONCRETE ROADSIDE BARRIER
(HALF SECTION) (9½" TOP)